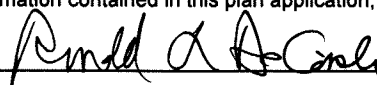


SLOCOG SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM APPLICATION

Focus Area # 2: **SLOCOG 375+**

Section 1 – Application Form

Applicant San Luis Obispo Council of Governments 1114 Marsh St. San Luis Obispo, CA 93401		Proposed Date of Completion: December 2012 Grant Amount Requested: \$239,000
Check one <input type="checkbox"/> City <input type="checkbox"/> County <input checked="" type="checkbox"/> MPO <input checked="" type="checkbox"/> COG <input checked="" type="checkbox"/> RTPA <input checked="" type="checkbox"/> JPA <input type="checkbox"/> Joint Proposal		If Joint Proposal, list participating entities/ contact person:
Lead Applicant's Name: San Luis Obispo Council of Governments		
Title of Proposal : SLOCOG 375+		
Applicant's Representative Authorized in Resolution Name: Ronald L. DeCarli Title: Executive Director Phone: (805) 781-4219 Email: rondecarli@slocog.org		Person with Day to Day Responsibility for Plan Name: Steve Devencenzi Title: Planning Director Phone: (805) 781-4662 Email: sdevencenzi@slocog.org
Check all of the following that are incorporated or applicable to the proposal:		
Focus Area	Program Objectives	
<input type="checkbox"/> Focus Area #1	<input type="checkbox"/> Applying for 20% EDC set aside	
<input checked="" type="checkbox"/> Focus Area #2		
<input type="checkbox"/> Focus Area #3	<input checked="" type="checkbox"/> Improve air and water quality	
Eligibility Requirements (mandatory)	<input checked="" type="checkbox"/> Promote public health	
<input checked="" type="checkbox"/> Consistent with State Planning Priorities	<input checked="" type="checkbox"/> Promote equity	
<input checked="" type="checkbox"/> Reduces GHG emissions on a permanent basis	<input checked="" type="checkbox"/> Increase affordable housing	
<input checked="" type="checkbox"/> Collaboration requirement	<input checked="" type="checkbox"/> Increase infill and compact development	
Priority Considerations	<input checked="" type="checkbox"/> Revitalize urban and community centers	
<input checked="" type="checkbox"/> Demonstrates collaboration & community involvement	<input checked="" type="checkbox"/> Protect natural resources and agricultural lands	
<input checked="" type="checkbox"/> Addresses climate change impacts	<input checked="" type="checkbox"/> Reduce automobile usage and fuel consumption	
<input checked="" type="checkbox"/> Serves as best practices	<input checked="" type="checkbox"/> Improve infrastructure systems	
<input checked="" type="checkbox"/> Leverages additional resources	<input checked="" type="checkbox"/> Promote water conservation	
<input type="checkbox"/> Serves an economically disadvantaged community	<input checked="" type="checkbox"/> Promote energy efficiency and conservation	
<input type="checkbox"/> Serves a severely disadvantaged community	<input checked="" type="checkbox"/> Strengthen the economy	
I certify that the information contained in this plan application, including required attachments, is complete and accurate Signature: <u></u> Authorized Representative as shown in Resolution Print Name and Title: Ronald L. DeCarli, Executive Director		
		8/31/2010 Date

SLOCOG SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM APPLICATION

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Section 3 – Proposal Description

Step 1 - Threshold Requirements

1. Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code.

- a. Promote infill development and invest in existing communities;

The Draft SLOCOG 2010 RTP-PSC reflects the states priorities and has proposed Target Development Areas (TDAs) within the entire region defined by existing commercial and multifamily general plan and zoning designations. The proposal will allow the opportunity to reassess programming policies, practices and criteria to enhance investment in urban areas and TDAs. This project will define key nodes and locations within TDAs and seek to determine where adequate resources exist to support additional development. The proposal also proposes a focus on improving public awareness and participation in order to develop increased support for the ongoing implementation and engagement of these practices in local ordinances and standards. The proposal also includes a component to measure the relative fiscal impacts of implementing the regional growth strategy versus traditional approaches and includes supporting and evaluating Municipal Service Reviews (MSR) with LAFCO and regional agencies evaluating the capability of a jurisdiction to serve their existing residents and future development in their Sphere of Influence. Analyzing a jurisdiction's infrastructure provides an evaluation of existing and future service capability that helps shape Regional Housing Need Allocations.

- b. Protect, preserve and enhance environmental and agricultural lands, and natural and recreational resources; and

The Draft SLOCOG 2010 RTP-PSC proposes to concentrate transportation and other funding within the Target Development Areas and discourage development outside existing urban service lines and spheres of influence. Identification of the infrastructure constraints and resource capacities of a jurisdiction where infill development will likely occur can be identified. Directing growth towards areas where adequate infrastructure and services exists helps preserve and enhance other land resources. This is one of SLO LAFCo's primary goals.

- c. Encourage location and resource efficient development

- (1) Uses land efficiently

Concentrating development within the TDAs uses land more efficiently. The evaluation of resource capacities and having adequate infrastructure is a key component for encouraging infill and compact development, which in turn will encourage the reduction of GHG emissions by promoting infill and reducing the number of vehicle miles traveled and discourage urban sprawl. The proposal will analyze an agencies' infrastructure capability and assist that agency in understanding their ability to meet their existing and future service needs to promote infill development

- (2) Is built adjacent to existing developed areas to the extent consistent with the priorities specified pursuant to subdivision (b).

Concentrating development as proposed within the TDAs within existing urbanized areas and encouraging infill over outward expansion is consistent with the priorities specified pursuant to subdivision (b).

- (3) Is located in an area appropriately planned for growth.

Concentrating development as proposed within the Target Development Areas within existing urbanized areas and encouraging infill over outward expansion is consistent

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with the priorities specified pursuant to subdivision (b). The following agencies are preparing plans that would benefit from an analysis of infrastructure and resource capacities. The San Luis Obispo Air Pollution Control District Clean Air Plan and San Luis Obispo County Planning and Development Department's Climate Action Plan will provide measurable target levels for infrastructure analysis of existing and future needs. San Luis Obispo LAFCo updates the Sphere of Influence for jurisdictions every five years and prepares a Municipal Service Review to provide information about a jurisdictions service capabilities.

- (4) Is served by adequate transportation and other essential utilities and services. *Concentrating development and public investments (including transportation) within the TDAs places most new development in relatively close proximity to transit and existing services.*
- (5) Minimizes ongoing costs to taxpayers. *Concentrating development within the TDAs would minimize the need to expand service systems and the proposed project will evaluate service capacities of the cities and unincorporated Community Service Districts (CSDs). The SLOCOG 375+ proposal includes a component to evaluate economic aspects of more concentrated development vs. business-as-usual practices.*

2. Describe how the Proposal will reduce, on as permanent a basis that is feasible, greenhouse gas emissions consistent with subsections a and b listed below.

SLOCOG has established a land use model (iPlace3s) and a traffic demand model (TransCAD) that have been integrated to allow these models to provide input to the ARB air quality (EMFAC) model. The proposal seeks to provide additional emphasis on the TDAs to achieve improved GHG reduction, engage more community stakeholders in understanding and supporting these approaches, locate development where adequate resources exist to support intensification and analyze the relative cost effectiveness of these options

a. California's Global Warming Solutions Act of 2006

- i. How will the Proposal reduce greenhouse emissions as compared with business as usual through 2020 and beyond?

SLOCOG provided the following estimates of the 2010 RTP-PSCS projected GHG and vehicle miles of travel (VMT) based upon the Preferred Growth Scenario for 2020. The SLOCOG 375+ grant would improve the PSCS to achieve greater reductions than the current draft proposal.

ARB targets report Table ES-2.

Baseline comparison of VMT and GHG figures for 2008 and 2020

Key Metrics (2008 base year vs. 2020)^{1,2,3,4}	2008 Base Year	2020 Scenario 1 "Business-As-Usual Scenario"	2020 Scenario 2 "Preferred Growth Scenario"	% change (2008 BY vs. 2020 S1)	% change (2008 BY vs. 2020 S2)
Population	269,300	288,000	288,000	6.9%	6.9%
Daily VMT ^{5,6}	5,140,635	5,144,435	5,062,732	0.1%	-1.5%
Daily VMT per capita	19.1	17.9	17.6	-6.4%	-7.9%
Daily CO ₂ emissions per capita (lbs)	16.5	15.2	14.8	-8.1%	-10.1%

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- ii. Identify the indicators that will be used to measure whether the Proposal will meet greenhouse gas emissions reduction targets or requirements.

The proposed SLOCOG 2010 RTP-PSCS meets the proposed target. The following indicators are proposed in the SLOCOG 2010 RTP-PSCS.

- *Number and percent change in Vehicle Miles of Travel (VMT) & VMT per capita;*
- *Average Vehicle Occupancy (AVO) of vehicles traveling through the region;*
- *Reduction of VMT and increases of AVO resulting from use of alternative travel modes (bike, pedestrian, transit, walking, working at home);*
- *Enhanced regional modeling addressing land use and demand management, and incorporation of Caltrans annual California Motor Vehicle Stock Travel, and Fuel Forecast report;*
- *Enhanced regional travel Model and calculation of VMT by time of day/facility, and traffic/speed profile*
- *Travel generation and VMT by “productive” activities and household “sustaining” and “induced” travel;*
- *Persons served by mode, vehicle flow rate, volume/capacity, % of demand served;*
- *Transit ridership - riders per hour and per capita;*
- *Extent of ridesharing and vanpool participation;*
- *Number, Location and usage of Park and Ride Lots; and*
- *Miles and location of Bike Lanes;*

SLOCOG, our project partners, and other MPOs are evaluating these and other alternative means to measure GHG reductions above and beyond the standard VMT measurement.

- b. Any applicable regional plan?

- i. Cite any applicable regional plan(s).

Draft SLOCOG 2010 RTP-PSCS – currently under review.

County of San Luis Obispo Conservation and Open Space Element

SLO APCD Clean Air Plan

- ii. Describe how your Proposal will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s).

SLOCOG has developed and circulated a Draft 2010 RTP-PSCS and the SLOCOG 375+ grant proposal is intended to strengthen and reinforce the preliminary plan and develop more focused elements necessary for a well developed and coordinated SCS allowing SLOCOG working with the range of partners from federal, state, regional and member agencies to translate the RTP policies and strategies into effective action.

3. Meet the Collaboration Requirements of the focus area applicable to the Proposal

See Step 3 Priority Consideration Section #1 of this proposal discussing collaboration

Step 2 – Program Objectives

Program Objectives

The SLOCOG Regional SB 375 Plus Grant Program Objectives are focused on strengthening and evolving the Preliminary Sustainable Communities Strategy (PSCS) that is included in the Draft SLOCOG 2010 RTP-PSCS and accompanying Draft EIR currently being circulated for comments (scheduled for adoption in December). The SLOCOG 2010 RTP-PSCS is focused on key land use considerations and transportation policies, programs and projects. The

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objectives of the SLOCOG SB 375 *Plus* application are intended to more fully engage and educate the public and decisionmakers regarding:

- The types of changes we are encouraging (Public Participation / Visualization Component);
- Possible economic impacts and costs associated with this type of development (Economic Analysis Component);
- Refined and targeted priorities based on an analysis of resource availability and identification of to the most promising areas for infill or expansion consistent with the PSCS (Resources Analysis Component)
- Development of a more complete performance monitoring tools to measure progress in accomplishing SCS objectives (Performance Indicators Component).

Improve Air Quality

- *Strategies to be used to meet the air quality objective include: Support infill development and mixed-use development in “target development areas” to reduce vehicle trips of existing and future residents in these corridors; support the development of regional infrastructure for electric vehicle charging stations and other alternative fuel vehicles; and facilitate the conversion of commercial arterial roadways into “complete streets” to be conducive to all modes of transportation;*
- *Indicators to be used to measure the outcomes include: Number of alternative fueling stations in region; location and miles of “complete streets” in region; total VMT and VMT per capita; and total trips and trips per capita.*
- *The State Implementation Plan has not been developed for the San Luis Obispo region by the local air district. One of the objectives of the SLOCOG 2010 RTP-PSCS is to support and encourage the reduction of VMT and GHG generation rates to avoid having poor air quality that necessitates the development of an implementation plan.*

Improve Water Quality

1. *Strategies to be used to meet the water quality objective include: Support for the implementation of low-impact development (LID) enhancements in new residential and commercial developments in the region to reduce water runoff from impervious surfaces; support new development that minimizes impervious surfaces; and support development that reduce off-street parking and provide for narrower roadways to reduce water runoff.*
2. *Indicators to be used to measure the outcomes include: Number and type of developments that include components of LID; number of days per year with health advisories at beaches in the region; number of jurisdictions that include LID requirements in their street and road improvements; and number of jurisdictions that include LID requirements as part of development approval.*
3. *The proposal is consistent with the San Luis Obispo County Integrated Regional Water Management Plan and encourages compact development patterns that support water conservation and reduce water runoff.*

Promote Public Health

1. *The proposal addresses and responds to the definition of healthy communities by encouraging and supporting safe, sustainable, accessible and affordable transportation options; affordable, high quality, socially integrated and location-efficient housing; and complete and livable communities*
2. *Indicators that focus on meeting public health objective include: Percent of new residential development located in neighborhoods considered “pedestrian-friendly”; percent of roads within jurisdictions that include sidewalks and bike lanes; percent of new residential development located within a quarter-mile or half-mile of a multi-use trail and transit routes*

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and stops; percent of region's population that is overweight or obese; and percent of youth population that is overweight or obese.

- 3. In the development and implementation of the proposal, public health co-benefits are recognized as a result of implementation of more compact and walkable communities. Potential adverse health consequences will be identified, and for any identified negative consequences that may be associated with the Proposal, an approach to mitigating or preventing these consequences will be developed.*
- 4. SLOCOG will continue to coordinate and collaborate with the local County Health Officer, the San Luis Obispo County Public Health Department, in the development and funding of the "2010 Action for Healthy Communities" countywide healthy communities indicator report as a "Financial Partner" and "Collaborative Partner". Other partners in this effort include the San Luis Obispo County Community Foundation, San Luis Obispo County Health Commission, San Luis Obispo County Medical Society and many others.*

Promote Equity

- 1. Strategies to be used to meet the equity objective include: Identify housing needs and concerns of traditionally under-represented populations, including over-crowded housing conditions; identify transportation needs and concerns of traditionally under-represented populations, including access to vehicles, transit accessibility, and extent of transportation improvements.*
- 2. Indicators to be used to measure the outcomes include: General location of over-crowded housing conditions as it relates to traditionally under-represented populations; percent of households with access to vehicles in neighborhoods of traditionally under-represented populations; and transit accessibility of neighborhoods of traditionally under-represented populations; equitable programming of transportation improvements.*
- 3. Enhanced public outreach efforts outlined in the grant application will be employed to engage traditionally under-represented populations in the planning process for planning, designing and building healthy communities, and an integrated multi-modal transportation system.*

Increases Housing Affordability

- 1. Strategies to be used to meet the housing affordability objective include: Support and encourage infill development and mixed-use development in "target development areas"; support the development of "location-efficient" housing to reduce transportation costs for future residents; support the development of new (a) attached housing, (b) rental housing, (c) second units, (d) small-lot single-family units, and (e) energy-efficient housing.*
- 2. Indicators to be used to measure the outcomes include: Number, type and location of new residential building permits; number of new residential building permits located in "target development areas"; percent of new residential development that is (a) attached housing, (b) rental housing, (c) second units, (d) small-lot single-family units, and (e) energy-efficient housing, as information is available.*
- 3. How will the proposal be consistent with housing affordability requirements under the RHNA? The Proposal will: (a) identify communities that are either deficient in the supply of affordable or "workforce" housing or are deficient in overall number and mix of housing types; (b) identify suitable land for infill development or redevelopment to provide for additional affordable or "workforce" housing; and (c) identify subregions that currently have a jobs-housing imbalance and incorporate jobs-housing balance as a future performance indicator.*

Promote Infill and Compact Development

- 1. Strategies to be used to meet the infill and compact development objective include: Support and encourage a larger share of new development to be built in "target development*

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areas” or in locations considered to be “infill development” or “redevelopment”; identify resource constraints to the intensification of under-utilized land within “target development areas”; and identify how to reduce fiscal constraints to the intensification of under-utilized land within “target development areas”.

- 2. Indicators to be used to measure the outcomes include: Number of new residential building permits located in “target development areas”; percent of new residential building permits that are considered “infill development” or “redevelopment”.*

Revitalize Urban and Community Centers

- 1. Strategies to be used to meet the urban and community center objectives are focused on the “target development areas” delineated in the PSCS; plan for and prioritize strategic and cost-effective transportation investments that encourage future public and private investment in existing “target development areas”.*
- 2. Indicators that will be used to measure the outcomes include: Acres of land developed; acres of farm land converted to urban uses; the number, type, and location of new building permits; and the extent of development in target development areas; extent of transportation investment in “target development areas”.*

Protect Natural Resources and Agricultural Land

- 1. Strategies to be used to meet the natural resources and agricultural land objective include: Support new development in the “target development areas”; discourage new residential development in rural areas; support intensification of residential and commercial development in near major transportation corridors and transit routes, where resources and services are available; identify and protect critical resource and agricultural lands; support more effective cost recovery for development outside urban and village reserve lines; and continue funding contributions in support of open space conservation efforts.*
- 2. Indicators that will be used to measure the outcomes include: Acres of land developed; acres of farmland converted to urban uses; and the number, type, and location of new residential building permits; areas of land acquired and/or protected with an agriculture or open space easement or Williamson Act contract.*
- 3. SLOCOG’s “Community 2050 Regional Blueprint” and “PSCS” support natural resource protection and conservation efforts and are consistent with the direction of the California Wildlife Action Plan, Natural Communities Conservation Plan (NCCP) and the Surface Mining and Reclamation Act (SMARA). At this time there are no California Wildlife Action Plans or NCCPs in the region that are part of the state’s programs. SMARA has been implemented in the region since 1979 and the operations that supply construction materials are located in areas where few conflicts are anticipated beyond periodic truck traffic impacts.*

Reduce Automobile Use and Fuel Consumption

- 1. Strategies to meet the automobile use and fuel consumption objective are described in more detail in the Draft 2010 RTP-PSCS. The plan includes numerous policies and strategies that encourage and support reduction in vehicle miles of travel related emissions by encouraging the use of public transit; other alternative forms of transportation; and, supporting and encouraging the adoption of general plans and zoning that promote more compact communities; and targeting funding in “target development areas”.*
- 2. Indicators that will be used to measure the outcomes include: Vehicle miles of travel & VMT per capita; Location, number & usage of park and Ride Lots; Miles and Location of Bike lanes; Percent of total population or households within 1/4 & 1/2 mile of transit routes and stops; percent of school children living within 1/4 & 1/2 mile of schools; transit riders per capita, and percentage of new development in urban areas; Average Vehicle Occupancy (AVO) of vehicles traveling through the region.*

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- 3. The proposal is consistent with the California Transportation Plan as it will further refine the SLOCOG 2010 RTP-PSCS.*

Improve Infrastructure Systems

- 1. The SLOCOG proposal includes a component to work with the SLO LAFCo to develop and collect information regarding agency resources capacities to better focus strategies that will be used to support development in support of Target Development Areas and meet the infrastructure systems objective.*
- 2. Indicators that will be used to measure outcomes include: Acres of land developed; acres of farm land converted to urban uses; Single & multi-family building permits issued for development in urban and rural areas over time; and, extent of development in targeted growth areas.*

Promote Water Conservation

- 1. Strategies to be used to meet the water conservation objective will be developed:*
- 2. Indicators to be used to measure the outcomes include: Single & multi-family building permits issued for development in urban and rural areas: and, Extent of development in targeted growth areas.*
- 3. This proposal will help the State achieve its goal to reduce water consumption by inventorying water resource availability and coordinating with the county and cities to discuss where appropriate location efficient development aligns with resource availability.*
- 4. This proposal is consistent with the Integrated Regional Water Management Plan by discouraging more consumptive low density development in favor of more water and energy efficient compact forms of development.*

Promote Energy Efficiency and Conservation

- 1. Strategies to be used to meet the energy efficiency and conservation objective include: Encourage a greater share of new development to be small-lot single-family units, attached housing or other “efficiency units”; and encourage new development in areas that are “location-efficient”, to reduce the number of vehicle trips of new residents.*
- 2. Indicators to be used to measure the outcomes include: Percent of new development that is considered “small-lot single-family” (under 5,500 s.f. lots), attached housing or other “efficiency units”; and percent of new residential development in “target development areas”.*

Strengthen the Economy

- 1. The SLOCOG Proposal includes a component to evaluate economic implications of employing the PSCS and will be coordinated with the SLO Countywide Economic Development Strategy currently under construction. Strategies will be included in the SCS to meet the region’s economic objectives. They include: supporting and promoting development in the existing commercial and multifamily urbanized areas of the county served by transit.*
- 2. Indicators to be used to measure the economic outcomes are currently tracked in the Community action partnership include: housing affordability, unemployment, personal income, economic well-being (tracked through periodic surveys 2001, 2003 & 2006). Additional indicators include measures that track taxable sales receipts and building and business permit activity will be expanded and developed following the completion of the proposed economic analysis. Anticipated indicators are identified that will evaluate the overall success of achieving the Program Objectives on the following page. Other measures used include Job growth in the region each year; number of new businesses that locate in the region each year (new business formation); and number of existing businesses that leave the region each year (business retention). See page 3-12*

Section 3 – Proposal Description

Step 3 – Priority Considerations

1. Proposal demonstrates ongoing collaboration with state, regional and local, public and private stakeholders and community involvement (include in work plan).

a. Describe tasks undertaken by all entities involved in the work plan.

SLOCOG has established a cooperative, scale-appropriate approach in developing the Draft 2010 RTP-PSCS. The contributions to the ongoing project extend to all of our member agencies (the County of San Luis Obispo and all seven incorporated cities) as well as all five County Supervisors and the members of all of the city councils and many Community Service District (CSD) board members that have contribute to this ongoing effort. Particular expertise enjoyed by the working group established by SLOCOG in our effort to prepare a viable 'preliminary' SCS include: the San Luis Obispo Air Pollution Control District (APCD) – providing guidance regarding air quality issues; the San Luis Obispo Local Agency Formation Commission (LAFCO) - guiding the resources inventories and sphere of influence considerations; the County of San Luis Obispo and each of the seven incorporated cities in the region – serve as the primary technical team regarding general plan and zoning consistency and other implementation concerns. SLOCOG has also worked with the San Luis Obispo County Farm Bureau – guidance and liaison regarding Ag issues; Land Conservancy of San Luis Obispo County – guidance, mapping and liaison regarding conservation of critical lands issues; San Luis Obispo County Economic Vitality Corporation (EVC) liaison regarding economic impact and development issues; Home Builders Association of the Central Coast (HBACC) liaison regarding development issues; the San Luis Obispo County Community Foundation's Action for Healthy Communities - guidance and liaison regarding healthy communities issues: and the Environmental Center of San Luis Obispo (ECOSLO) - guidance and liaison regarding environmental protection issues.

The diverse groups that play a role in the SLOCOG Community 2050 blueprint and PSCS reflects the extensive community engagement we have fostered and demonstrates the regional agency's commitment to recognizing and strengthening the interdependence of environmental, economic, community health, and other issues we have addressed in the development of the Community 2050 regional blueprint and the PSCS.

b. Describe how other entities will be engaged in the development and/ or implementation of the Proposal.

Each of the groups listed below have been a part of our activities to-date to some extent. The previous section a. lists a number of agencies and groups that have been a part of the development of the Community 2050 Blueprint and the PSCS. A summary of groups and activities are listed below:

Local governments – Formal advisory committee members and active participants in all components of the SCS development;

State entities – Participation in the development and review of program elements;

Caltrans –primarily transportation related issues;

HCD – housing and development considerations and conformance with housing need allocations will be a focus of the SCS development,

Resource Agencies- extensive state park lands and critical habitat issues will involve engagement of State Parks. Water resources to support growth are a critical issue in many communities that will require participation of the Department of Water Resources. The Department of Fish and Game will address various resource and

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habitat issues and Cal Fire will also play an expanded role as their services now also include various urban communities.

COGs and MPOs – SLOCOG will continue to participate in statewide efforts of the MPOs and COGs to develop coordinated approaches in concert with state and local agencies needs;

Transit agencies – SLOCOG participates in ongoing co-ordination with transit agencies and shares a governing board with the Regional Transit Agency;

Health agencies – SLOCOG coordinates with the County Health Department in various activities supporting healthy communities initiatives and monitoring community health and well being by participation in the Action for Healthy Communities

Comprehensive Reports providing data for indicators and channels to outreach to disadvantaged populations

Air Districts – SLO APCD is an active partner in development of the PSCS and GHG modeling activities;

Local businesses – Coordination with the developing Countywide Economic Strategy and development of the proposed economic analysis will engage SLOCOG more closely with this community segment if the SLOCOG 375+ work program is funded. Prior involvement has been through workshops and presentations to business and community organizations.

Landowners and General Public – public meetings and group presentations are the primary avenues used to reach these populations.

Environmental groups – Representatives of environmental and neighborhood groups have participated in workshops and presentations regarding the Blueprint and PSCS and serve on SLOCOG advisory committees.

Low income households and/ or groups that represent them – The primary issues regarding transportation have centered on meeting unmet transit needs. We have had little response regarding the very long-term planning, transportation and housing issues embodied in the Regional Blueprint and the PSCS as these segments of the population are generally not highly concentrated within our communities; and, issue of concern regarding long-term planning are usually more immediate and local in nature for these groups. Extra efforts will be required to be carefully timed and targeted to more effectively engage this population segment.

- c. Describe how the community will be engaged in the planning process.

Initial activities will focus on developing information and data needed to address economic and community services resource considerations and preparation of visualization tools. Workshops employing enhanced visualization techniques will be presented in each of the subregions (North County, North Coast, the Central County, and South County), and at various City Council/Planning Commission meetings. SLOCOG intends to develop and deploy various media to engage discussion and stimulate interest in order to derive a broad general consensus regarding the refined SCS.

2. Proposal demonstrates strategies or outcomes that can serve as best practices (BPS) for communities across the state.

- a. Does the proposal include tools or processes that could be easily accessed and used by other government agencies to develop plans or strategies for sustainable communities?

The SLOCOG 375+ activities and products will be integrated into the efforts among MPOs to coordinate efforts, integrate and share techniques, tools and products, as well as the 'lessons learned' during this process. We hope that the SGC will assist in

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continuing the trend toward integrating various state and regional efforts as initiated under the blueprint planning efforts coordinated through BT&H over the past number of years. The alignment and integration of diverse yet interrelated concerns require heightened federal, state, regional and local coordination. The SLOCOG 375+ activities target elements of the SCS process that will take the current PSCS scenarios and refine the focus on housing and appropriately located efficient location considerations; regional and community resource needs for water supply and other public services; and other economic considerations regarding the cost to construct and provide infrastructure and public services. Tools, processes and data funded by the grant will be posted on the SLOCOG web-site.

- b. How will your agency promote and share the Proposal's information, tools or processes?

As noted above the SLOCOG 375+ activities and products will be integrated into the efforts among MPOs to coordinate efforts, integrate and share techniques, tools and products, as well as the 'lessons learned' during this process and we anticipate that the SGC will assist in continuing the trend toward integrating various state and regional efforts.

3. Proposal is leveraged with additional resources, in-kind or funds.

- a. Identify funding sources and amount already committed to the proposal and expected timing of funds. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.

The SLOCOG 375+ proposal is built upon the prior efforts of the region to integrate blueprint planning activities into the ongoing regional transportation planning process. Given the current challenging economic environment; lowered local agency tax receipts; revenue reductions due to reduced building activity; state appropriation of local redevelopment funds; and overall economic contraction - all we are able to define at this time are in-kind contributions, volunteer effort etc. from partner agencies. Other ongoing efforts that supplement this work include: land use and traffic model assessments; transit and alternative transportation development; socio-demographic projections.

- b. Identify potential future funding sources and the amount expected to be committed to the proposal.

Future funding sources include ongoing MPO and RTPA planning funds.

4. Proposal Addresses Climate Change Impacts.

- a. Identify the potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area.

SLOCOG developed scenarios and projected GHG impacts as part of the development of SLOCOG's Draft 2010 RTP-PSCS. The SLOCOG 375+ proposal will integrate emerging model improvements; refine local focus areas and identify where areas opportunities exist to address climate adaptation strategies SLOCOG has participated in the Local Government Commission's effort (partnering with the National Center for Conservation Science & Policy (NCCSP) and Susanne Moser Research & Consulting) in collaboration with the City and County of San Luis Obispo to develop and implement climate change adaptation strategies for the region through a grant from the Kresge Foundation.

- b. How does the proposal improve adaptation to the impacts for these populations, human or natural areas, or systems?

The SLOCOG 375+ proposal will allow for consideration of the recommendation derived from the analysis cited under item a. above in the development of the SCS

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and will result in an improved response to adaptation issues for human, natural areas, and ecologic systems.

5. Proposal serves an economically disadvantaged community.
 - a. *This proposal does not include a request for an Economically Disadvantage Community set-aside. The Draft SLOCOG 2010 RTP-PSCS focuses investment and proposed development in urban areas near transit services to improve mobility options that*
 - b. *The Public Participation element of the proposal will include Hispanic community outreach components.*

Step 4: Organizational Capacity

Answer the following questions:

1. What is your organization's experience in completing this type of Proposal or similar Proposals? Is the expertise needed for the successful development of the Proposal available within the organization? If not, how do you plan to acquire it?
SLOCOG has extensive experience in grant administration and working in partnership in this type of proposal over many years. The agency managed development of the Source Reduction and Recycling Elements for the county and all seven cities necessitated by AB 939 (1989) and continues to coordinate numerous transit and other grants between and among member agencies. The agency prepared and adopted a Regional Blueprint Plan – Community 2050 and has managed many corridor studies
2. Do you have active partners that will help develop the Proposal? How?
*Active partners in the development of the SCS will include:
The County of San Luis Obispo and all seven incorporated cities; CSDs, SLO APCD, SLO LAFCO – other partners that periodically play an active role include
San Luis Obispo County Farm Bureau; Land Conservancy of San Luis Obispo County; San Luis Obispo County Economic Vitality Corporation (EVC); Home Builders Association of the Central Coast (HBACC); the San Luis Obispo County Community Foundation's Action for Healthy Communities; the Environmental Center of San Luis Obispo (ECOSLO).*
3. How will the Proposal be kept on schedule and within budget?
Quarterly reports and annual work program review and modification
4. If the Proposal goes over budget, explain your contingency plan to cover the cost.
Use of MPO planning funds
5. Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.
*Through adoption of an update of the SLOCOG 2010 RTP-PSCS and subsequent RHNA cycles.
Individual member jurisdictions will conduct ongoing updates of their general plans, zoning ordinances, regulations and standards. SLOCOG staff will prioritize investments and advocate for changes consistent with the SLOCOG 375+ programs.*

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INDICATORS AND OUTCOMES

Program Objectives Indicators	(Data Point)	Desired Outcomes
Improve Air Quality and Water Quality	<input type="checkbox"/> Ozone Levels <input type="checkbox"/> Particulate matter <input type="checkbox"/> Impaired water segments	<input type="checkbox"/> Decrease <input type="checkbox"/> Decrease <input type="checkbox"/> Decrease
Promote Public Health	<input type="checkbox"/> Population with asthma <input type="checkbox"/> Overweight/ obese population	<input type="checkbox"/> Decrease <input type="checkbox"/> Decrease
Promote Equity	<input type="checkbox"/> Transportation system investment by subregion <input type="checkbox"/> Access to transportation <input type="checkbox"/> Job growth compared to Job Quality (e.g., wage levels)	<input type="checkbox"/> Increase <input type="checkbox"/> Improve <input type="checkbox"/> Increase
Increase Affordable Housing	<input type="checkbox"/> Housing supply to meet Regional Housing Needs Allocations <input type="checkbox"/> Housing owners with costs greater than 35% of income	<input type="checkbox"/> Increase <input type="checkbox"/> Decrease
Promote Infill and Compact Development	<input type="checkbox"/> Proportion of jobs and housing units within ½ mile of transit <input type="checkbox"/> Housing units within X distance of transit with Y service	<input type="checkbox"/> Decrease <input type="checkbox"/> Increase
Revitalize Urban and Community Centers	<input type="checkbox"/> Dollars spent serving infill development vs. greenfield development	<input type="checkbox"/> Increase
Protect Natural Resources and Agricultural Lands	<input type="checkbox"/> Acres of protected and/or conserved lands <input type="checkbox"/> Acres of habitat avoided	<input type="checkbox"/> Increase <input type="checkbox"/> Increase
Reduce Automobile Usage and Fuel Consumption	<input type="checkbox"/> Transit ridership <input type="checkbox"/> Vehicle miles traveled <input type="checkbox"/> Vehicle mode split	<input type="checkbox"/> Decrease <input type="checkbox"/> Increase <input type="checkbox"/> Increase
Improve Infrastructure Systems	<input type="checkbox"/> Transit Ridership <input type="checkbox"/> Parks acres per residents	<input type="checkbox"/> Increase <input type="checkbox"/> Increase
Promote Water Conservation	<input type="checkbox"/> Residential water usage <input type="checkbox"/> Agriculture water usage	<input type="checkbox"/> Reduce <input type="checkbox"/> Reduce
Promote Energy Efficiency and Conservation	<input type="checkbox"/> Residential energy consumption	<input type="checkbox"/> Decrease
Strengthen the Economy	<input type="checkbox"/> Number of jobs <input type="checkbox"/> Net business formation <input type="checkbox"/> Unemployment rate	<input type="checkbox"/> Increase <input type="checkbox"/> Increase <input type="checkbox"/> Reduce

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Section 2 – Proposal Summary Statement

The SLOCOG 375+ request in this cycle of Strategic Growth Council (SGC) Sustainable Communities Planning (SCP) grants will allow the agency to prepare a refined program detailing housing and commercial demand and increase community participation and understanding in support of developing a compliant Sustainable Communities Strategy (SCS) that addresses:

- ✓ Compelling, educational visioning materials of local sustainable development applications;
- ✓ Resource inventories and land use implementation strategies for communities promoting mixed-use, infill development consistent with the Regional Housing Needs Allocation (RHNA) near services/transportation;
- ✓ Priorities, guidelines and recommended regulations promoting sustainable, affordable, mixed-use, infill development, implementing adopted Strategic Growth and SCS principles integrating housing, healthy communities, land use, and transportation issues.
- ✓ An analysis of potential economic impacts of the SCS vs business-as-usual development.

The SCP funds will allow SLOCOG to enhance analysis and outreach capabilities to effectively implement SB 375; define and expand appropriate performance indicators; provide information regarding fiscal impacts; and more effectively engage the public in the process.

The following description includes a summary of the initial work program SLOCOG, in concert with other MPOs (especially medium sized organizations), would undertake with the SGC funds.

SCS Strategy Outreach and Visualization - The outreach program needs to more effectively reach the general public and underserved populations than traditional efforts and tools have allowed. Outreach and visualization tools are proposed to be designed that meet the requirements of SB 375. The region will convene multiple workshops to consider the strategy deployment options for the SCS using quality visualization methods and preference surveys.

Funding will assist in applying real-time participation tools and techniques, as well as enabling a greater number of workshops and focus sessions on specific topics than could otherwise be accommodated. The enhanced outreach strategy will provide in-depth collaboration opportunities between SLOCOG, other MPOs, state and regional agencies; the county, and member cities throughout the SCS refinement process. We anticipate developing a range of participation options including web-based interactivity and material.

Quantification Techniques - The goal is to develop advanced performance measurements that will support the analysis of regional and local plans, programs and projects while meeting State and Federal air quality modeling guidelines/requirements and satisfying SB 375 requirements including development of a functional SCS. A primary objective is to have enhanced tools and analysis available to support the development of the SCS and 2012+ RTP Update. Funding provided by the SGC is critical to develop end-user features for current tools and tools under development including local sustainability planning model elements (especially economic and healthy community related components). New features that allow monitoring and tracking of GHG and other outcomes (water, energy use, etc) at the local level are anticipated to be developed and added through the application of this funding. Funding to SLOCOG will also support the joint/multi-region effort that is proposed to develop end-user and planning tools by expanding available data, techniques and sources, and by funding coordination efforts.

Jurisdiction and Project Level Sustainable Communities Planning – SLOCOG will work with member agencies to catalog and integrate information regarding resource service capabilities in coordination with LAFCO; identify potential project CEQA and permit streamlining options; coordinate with the County's developing Economic Strategy and evaluate fiscal impacts of SCS development. The successful incorporation of sustainable projects into regional planning involves development of local approaches and detailed planning, urban design, and analysis that are not typically included in regional plans. Funding will help support SLOCOG continuing effort to develop workable solutions and assist in developing approaches and techniques that can be applied by other smaller RTPAs and MPOs using relatively limited resources.

Section 2 – Proposal Summary Statement

The San Luis Obispo Council of Governments' (SLOCOG) Sustainable Communities Planning Grant and Incentives Program proposal is focused on:
further development and refinement of the region's SB 375 required Sustainable Communities Strategy (SCS).

SLOCOG has lead the region's collaborative effort in developing the *Community 2050* regional blueprint and the *Preliminary Sustainable Communities Strategy* (PSCS) that has been integrated into the *Draft 2010 Regional Transportation Plan* (SLOCOG 2010 RTP-PSCS).

The Sustainable Communities Strategy work that SLOCOG has proposed to undertake includes:

- Enhanced Public Participation and improved Visualization Tools
- California Environmental Quality Act (CEQA) and permit streamlining;
- Development of Performance Measures; and
- Assessment of Resource Capacities

This work will assist in future updates of our Land Use, Housing and Circulation Elements. In addition, enhancing public participation and the improvement of visualization tools will benefit our decision makers and public in better understanding the implications and potential benefits of the SCS. Implementing many of the key components of both the *Community 2050* blueprint and the full SCS will require agencies to identify appropriate areas for residential infill and more complete development within our communities that will benefit from a more comprehensive evaluation of and our permit and CEQA streamlining.

SLOCOG's efforts to address transportation-related emissions and refinement of performance measures to monitor progress in achieving and complying with AB 32 emission reduction targets will benefit the region and help us to conform to other statewide efforts.